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# Palmetto Aviation

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APR 23 1993

STATE DOCUMENTS

VOLUME 30/NUMBER 4

*Published by The South Carolina Aeronautics Commission*

APRIL, 1980



Chester to host  
Regional Soaring meet...Page 3

UNLIMITED CLASS AS-W 17 sailplane soars the Chester skies. The 66-foot fiberglass wing of high aspect ratio gives this sleek German-built craft an optimum glide of nearly 50:1. Several world soaring records have been established with AS-W 17s. For storage and tralling, the wing disassembles into four separate sections.

(Photo by Gren Seibels)





**PALMETTO AVIATION** is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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# ELT Deadline Extended Six Months For Some

The Federal Aviation Administration has given approximately 52,000 private aircraft owners an additional six and a half months to reinstall emergency locator transmitters because not enough batteries to power these units are available.

The FAA action extends the March 28 deadline to October 15.

Last March, FAA authorized private aircraft owners to remove transmitters powered by lithium sulfur dioxide batteries because they had a service history of exploding, catching fire or leaking corrosive materials.

In granting the extension, FAA noted that technical standards for improved lithium sulfur dioxide batteries had not been issued by the agency until last August. Moreover, the situation was further complicated by the decision of most transmitter manufacturers to switch to magnesium or alkaline batteries.

These actions caused a shortage of batteries that makes it impossible for most of the affected aircraft owners to meet the March 28 deadline.

The FAA order gives the 52,000 aircraft owners that have emergency locator transmitters manufactured by Communications Components Corp., Garrett Manufacturing and Leigh Systems until October 15 to reinstall this equipment. However, the agency noted that batteries are available for transmitters installed in about 20,000 other aircraft and their owners will be required to meet the March 28 deadline. These are manufactured by Dorne and Margolin, Inc., and Pointer, Inc. In addition, FAA is requiring the

owners of 3,000 aircraft carrying Pathfinder Corp. transmitters to replace them by March 28 because no replacement batteries are being manufactured and none are expected to be.

The FAA order was published in the Federal Register on February 28.

## Commission Okays \$31,500 For Airport Projects

The S.C. Aeronautics Commission approved \$31,500 in state funds for airport improvements last month.

The Commission okayed \$15,000 for Anderson County Airport to help pay for a new sewer line to the airport. The existing line is undersized for the present capacity. Also approved was \$1,500 for installation of runway and taxiway markers.

The Commission also authorized \$15,000 which will fund half the cost of a by-pass taxiway at Greenville Downtown Airport. The remainder will be funded with local funds.

## Breakfast Club



**Apr. 13 - Cypress Bay Airport, Little River. Lunch in Hanger.**  
**Apr. 27 - Camden Airport,**  
**Arrive 9:30 p.m.**



# Chester Meet Marks Season Opener For U.S., Canadian Soaring Buffs

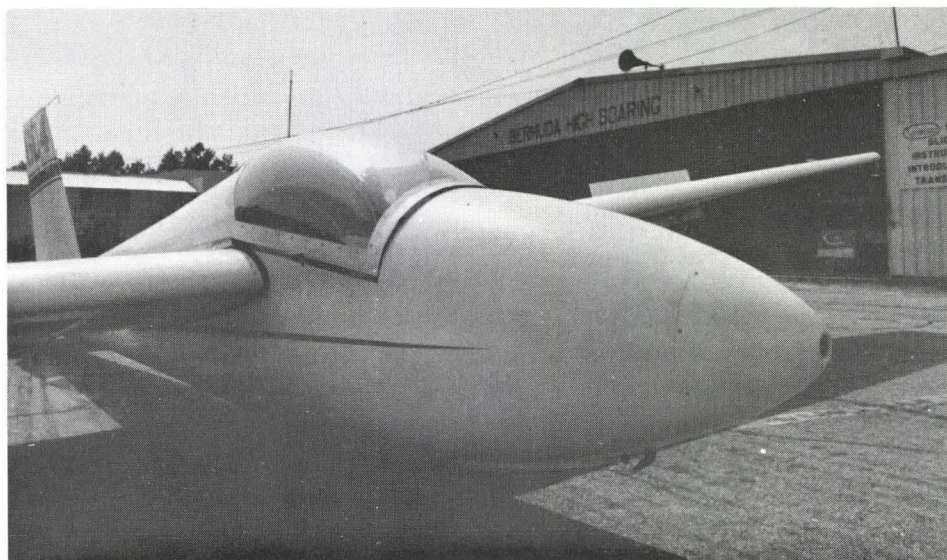
By GREN SEIBELS

Many of the country's top competition soaring pilots will be gathering at Chester Municipal Airport in April for the twelfth consecutive regional soaring championships to be staged at the site. Five days of contest flying are scheduled for April 21-25; however, the skies around Chester will probably be swarming with sailplanes during the week before the contest as pilots hone their soaring skills after a long winter's inactivity.

The annual spring contest at Chester is the traditional season-opener for U.S. and Canadian soaring buffs who consider cross-country racing the ultimate test of soaring ability. Pilots from nearly every state east of the Rockies regularly participate in the Chester competition, which often attracts more entrants than the major national contests held later in the season at sites throughout the country. The Soaring Society of America, which sanctions the contests, limits entries to the number of sailplanes that can be launched (towed to 2,000 feet) in one hour; at Chester, this works out to 73.

In today's market, a competition sailplane costs around \$30,000, which means there will be more than 2-million dollars worth of soaring equipment on the Chester airport this April.

During the actual contest, following a dawn weather briefing from the aviation weather forecast office in Columbia, a competition committee chooses the daily task to be flown by all contestants—usually a triangular, fixed course around specific turnpoints. Distances to be flown may range between 100 and 250 miles, depending on the expected thermal strength. Pilots and crews gather in the Bermuda High Soaring School hangar at 0930 every morning for a daily briefing, then devote the next two hours to assembling aircraft, loading the wings with water ballast and polishing



fiberglass surfaces to a state of surgical cleanliness.

Shortly before noon, the sailplanes are assembled in two parallel rows on the launch runway, ready to start flying as soon as a "snifter" pilot reports workable lift in the area. Then the small fleet of towplanes goes to work, launching gliders from the line on an average of one every 50 seconds.

As recently as the 1960s, soaring competition consisted chiefly of free-distance flights, with each pilot choosing his own course in an effort to fly farther than the rest. Such tasks became impractical as sailplane technology improved along with piloting skills, leading to flights that sometimes exceeded 500 straight-line miles from the contest site. Speed-flying is the name of the modern soaring game, and although roughly half of every flight must be spent climbing in thermals, achieved average speeds of 60, 70 and even 80 mph are becoming common.

Since racehorse starts are impractical, each pilot is individually timed around the day's course; a computer is used to calculate actual speeds and the relative standings of the pilots. The scoring penalty for failing to complete a course is severe, unless a majority of the competitors are forced to

land out due to unforeseen weather developments. In normal weather, a task-completion ratio of 90-percent or better is common.

During the contest period, Chester airport will be open to conventional air traffic except during the busy launching hour, which usually occurs sometime between 1100 and 1300 hours. Pilots planning to fly in to the contest site should therefore arrange to arrive before 1100 or after 1400. The contest frequency, 123.3 MHz, will be monitored at all times while soaring is in progress, but should be used as sparingly as possible by visitors to avoid blocking the start/finish line operations.

Because of terrain considerations, the Chester contest area extends approximately 100 miles to the west, north and east of Chester airport. Powered aircraft in this area during the contest (and practice) period should be on the lookout for sailplanes at any altitude from a few hundred feet AGL to the top of the convection layer (or cloudbase). Sailplane traffic will be heaviest during the early and mid-afternoon hours, but activity may continue until convection ends for the day. Area Flight Service Stations will be advised of each day's task area and will furnish this information in their pilot briefings when appropriate.

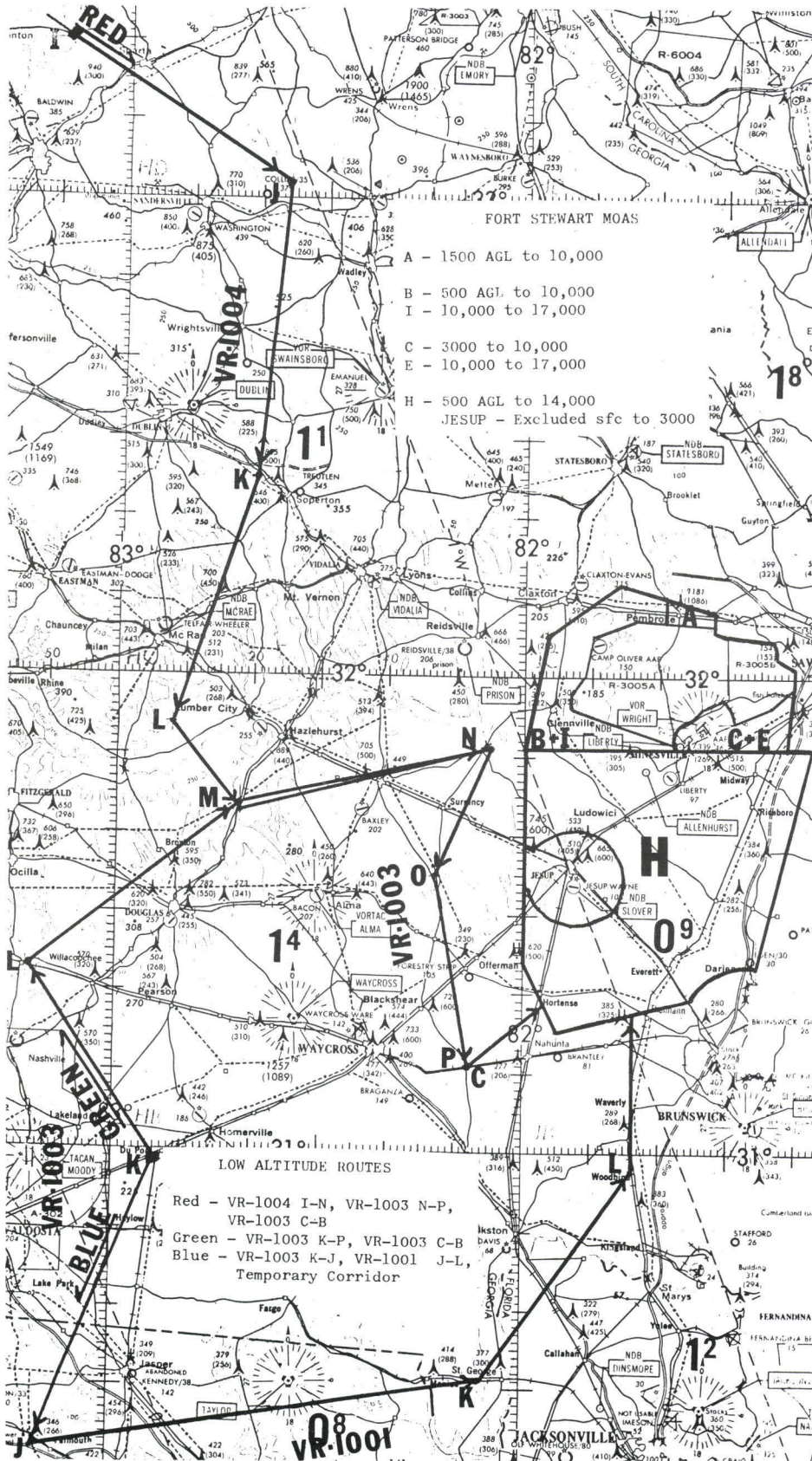


# Operation "Quick thrust"

## Low Altitude Exercise Planned By Air Force

The following article was prepared by Ninth Air Force, Shaw AFB to brief pilots on a high speed, low altitude training exercise planned in the Ft. Stewart, Ga., area April 21-25. Pilots planning to be in the area should study the routes and be alert for intensive high speed jet traffic during the exercise period.

Ninth Air Force will conduct a military training exercise "Quick Thrust 1-80", in the Fort Stewart, Georgia, area from 7:00 a.m. (EST), 21 April 1980, to 2:00 p.m. (EST), 25 April 1980. The objectives of this exercise are two fold: to provide the most realistic training environment possible for our aircrews, and to support the 48th Brigade of the





Georgia National Guard during its annual field training exercise. Over 350 sorties will be flown, including 250 high speed (up to 480 kts), low altitude sorties by F-4 Phantom, A-7 Corsair, F-105 Thunderchief, and F-15 Eagle aircraft. This low altitude activity will occur both in published routes and areas, and also in airspace not normally used for such activities.

A temporary Military Operating Area (MOA), named "Stewart H MOA," has been developed for this exercise and is depicted on the Jacksonville Sectional Aeronautical Chart, 20 March 1980. This MOA is 35 miles wide, with the northern boundary centered on Fort Stewart. It stretches approximately 35 miles to the south and extends vertically from 500 feet AGL to 14,000 feet MSL. Flight profiles in the MOA will include diving attacks against simulated targets as well as tactical intercepts. A

corridor has been established to connect the southern edge of this temporary MOA to an existing military training route, (VR-1001) near Woodbine, Ga. The corridor is four miles wide and extends from 500 feet AGL to 800 feet MSL. It will form a "tunnel" under the ILS approach to Glynnco Jetport. The remainder of the high speed, low altitude activities will take place in established military areas, with all activity outside of the Fort Stewart Restricted Area limited to 500 feet AGL minimum altitude.

Parts of several established military training routes will be flown by flights of two to six aircraft, with the major activity occurring on those parts of VR-1001 and VR-1003 lying between Moody AFB and the exercise MOA. All routes are limited to 500 feet AGL minimum and 1500 feet AGL maximum altitude. Two legs of VR-1003, C-B and K-J, will be flown

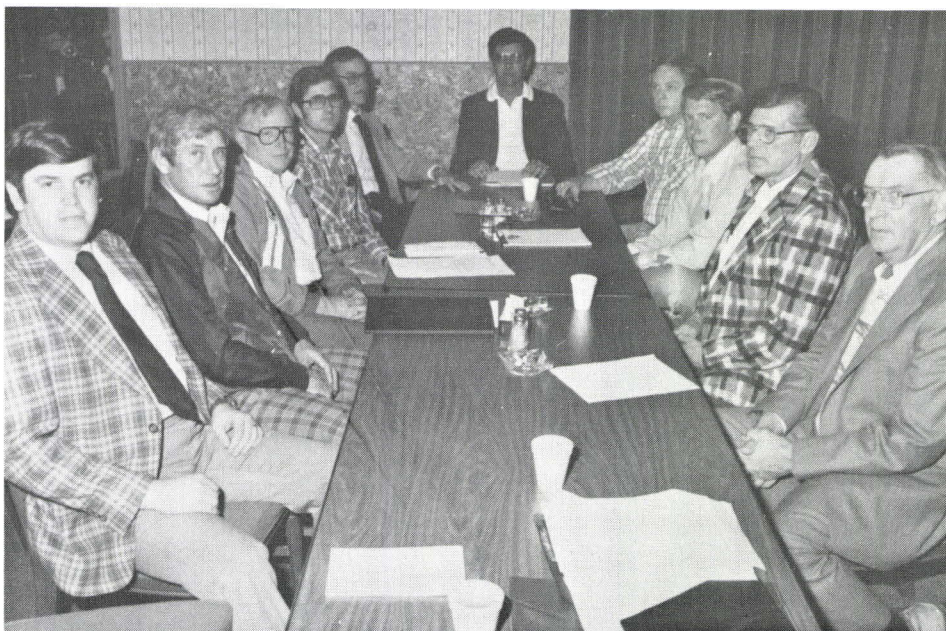
in reverse direction to the normal flow of traffic.

In addition to the airspace already mentioned, exercise airspace includes the Fort Stewart restricted area, Fort Stewart A, B, and C MOAs (permanent), parts of VR-1002 and VR-1004, and temporary MOAs Stewart E and I. (E and I MOAs overlie the C and B MOAs, respectively, and extend from 10,000 feet to 17,000 feet MSL.) All airspace used during this exercise is depicted on the chart.

Although most of the exercise airspace is not restricted from general aviation use under VFR conditions, the nature and volume of activities scheduled during the week of this exercise should certainly be considered when planning your flights. In the interest of flying safety, caution should be used when flying in the vicinity of the exercise.

## SCAAA Officers

**South Carolina Agricultural Aviation Association officers for 1980, from left around table: Alan Alexander, director; Bobby Merck, second vice president; Roland Richardson, first vice president; Larry Lee, director; Leo Sells, director; Jack Ross, president; Don Steed, director; Bobby Jonte, secretary treasurer; Sherman Hanke, director; Jack Barry, executive secretary. Ex Officio director Warren Curry not pictured.**



## S.C. Aerial Applicators Elect 1980 Officers

The S.C. Agricultural Aviation Association elected officers for 1980 at the annual convention held in February at the Ocean Dunes Hotel in Myrtle Beach.

This year's convention featured an outstanding program and allied industry exhibits. Ag pilots from the southeast area were present in addition to the state members.

Speakers for the three-day meeting were John Hamilton, director, S.C. Aeronautics Commission; Dr. L. H. Senn and Dr. J. B. Kissam, Clemson University; Len Povey, Stevens Beechcraft; Jack Williams, S.C. Farm Bureau and Roy Merrett, ICI.

Officers elected were: President, Jack Ross, Darlington; first vice president, Roland Richardson,

Sumter; second vice president, Bobby Merck, Bishopville; secretary-treasurer, Bobby Jonte, Greeleyville. Directors for 1980 are: Leo Sells, Duncan; Sherman Hanke, Clilo; Don Steed, Charleston; Larry Lee, Summerton; Alan Alexander, SCAC. Exofficio, Warren Curry, Hartsville. Executive secretary, Jack Barry, Columbia.



# Instrument Flight Instructor Written Tests Now Available At Testing Centers

Written tests for Instrument Flight Instructors may now be taken at any of the three written test centers in South Carolina. This is in addition to previously available written tests.

The following written test centers have been designated by the Columbia GADO to administer certain written tests. The fee will be \$10.00 for any written test.

**North American Institute of Aviation of South Carolina, Conway, S.C.** will administer tests, by appointment only, each Saturday, between the hours of 9:00 a.m. and 5:00 p.m. For appointments, please contact Stan Frie, Larry Larsen, or Roger Vaarum at (803) 397-9111.

**Carolina Aviation, Inc., Greenville, S.C.** will administer tests, by appointment only, each Wednesday and Saturday, between the hours of 8:00 a.m. and 4:00 p.m. For appointments, please contact Ray Allen or Jim Tumlin at (803) 242-4201.

These two testing centers will **only** administer the following written tests:

**Private Pilot - Airplane**  
**Commercial Pilot - Airplane**  
**Instrument Rating - Airplane**  
**\*Airline Transport Pilot - Airplane**

**Fundamentals of Instructing**  
**Flight Instructor - Airplane**  
**Flight Instructor - Instrument**

**Trident Technical College, Charleston, S.C.** will administer tests, by appointment only, on the first and third Saturday of each month, between the hours of 9:00 a.m. and 3:00 p.m. For appointments, please contact Margaret Giddens, David Guerin, or Charles Lee at (803) 747-8151 or (803) 744-0116.

This testing center will administer the following tests:

**Private Pilot - Airplane**  
**Commercial Pilot - Airplane**  
**Instrument Rating - Airplane**  
**\*Airline Transport Pilot - Airplane**  
**Flight Instructor - Airplane**  
**Flight Instructor - Instrument**  
**Fundamental of Instructing**

**\* Aviation Mechanic - General**  
**\* Aviation Mechanic - Airframe**  
**\* Aviation Mechanic - Powerplant**  
**\*\* Flight Engineer - Basic**  
**\*\* Flight Engineer - Turbojet**

\* Requires authorization from GADO prior to taking test.

\*\* May require authorization from GADO prior to taking test.

Any written tests not listed above will be administered only at the GADO in Columbia, S.C., Mondays through Fridays, between the hours of 8:30 a.m. and 5:00 p.m.

## Aviation Calendar

**APRIL 12-13:** Pope AFB, N.C. Open house by 317th Tactical Airlift Wing. Come by air or car. No prior permission required.

**APRIL 15:** Aiken Airport, safety meeting, 7:30 p.m.

**APRIL 17:** Myrtle Beach, FAA safety meeting--Santee Cooper Auditorium, 7:30 p.m.

**APRIL 18:** Columbia Airport, FAA safety meeting--Miller Aviation's new building, on the airport across from Tamper, 7:30 p.m.

**APRIL 22:** Camden, FAA Safety meeting--Kershaw Vocational Center, 7:30 p.m.

**APRIL 24:** Sumter TEC, FAA Safety meeting, 7:30 p.m.

**APRIL 29:** Greer, Pilot Education Clinic featuring Calvin Pitts of NASA's Ames Research Center. "A Funny Thing Happened On the Way To The Moon." At Stevens Beechcraft, 7:30 p.m.

**APRIL 30:** Charleston, Pilot Education Clinic featuring NASA's Calvin Pitts. "A Funny Thing Happened On The Way To The Moon." At Trident TEC, 7:30 p.m.

**MAY:** Aviation Month

**MAY 17-18:** Spartanburg Downtown Airport, EAA Foothills fly-in.

**JUNE 10-13:** Hughes Airwest Air Race Classic. Beginning in Corpus Christi, Tex., ending in Columbia.

**JUNE 26:** Greenville TEC, FAA Safety meeting, 7:30 p.m.



## FAA Revokes Charleston Operator's Certificate

The Federal Aviation Administrator, Langhorne Bond, has issued an Order of Revocation against the Operating Certificate of Aero Aviation, Inc., a Charleston based air taxi commercial operator; and an Order of Suspension for 90 days against the Commercial Pilot's license of Frank Lake Martin, Jr., a Charleston resident, who was operating a Cessna 421 aircraft in behalf of Aero Aviation, Inc., when it crashed during takeoff at Trenton Airport, June 21, 1979.

The certificate actions were ordered following an inspection of the company's operations by FAA inspectors which revealed: Last June 21, Aero Aviation, Inc., operated a twin-engine Cessna 421 on an air taxi passenger-carrying flight, under Instrument Flight Rules (IFR) from Johns Island, to Trenton with an intended destination of Atlanta. Martin was serving as its pilot-in-command. Upon departure from Trenton, the

Cessna 421 crashed, substantially damaging the plane and, according to FAA, endangering the lives of its passengers.

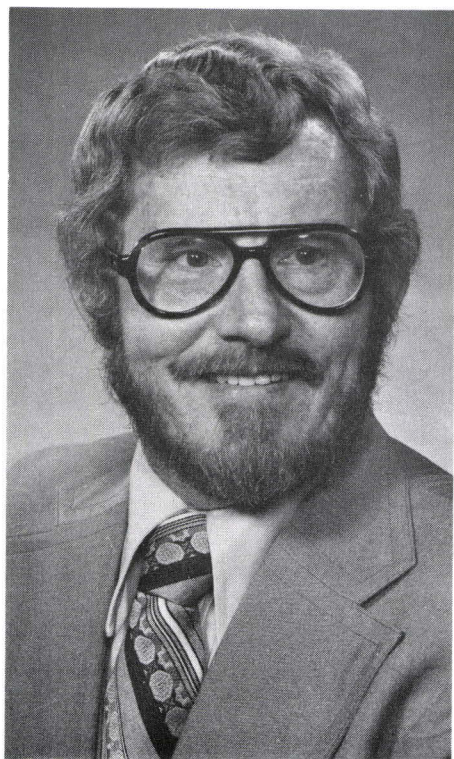
According to the FAA Administrator, agency inspectors found that the aircraft was overloaded; at the time of the flight, the Cessna had not received an annual inspection within the preceding 12 calendar months and was overdue on its 100-hour inspection by some 160 hours. Additionally, Aero Aviation, Inc., provided a copy of a company work order for the annual inspection and other maintenance work which was fraudulent.

FAA inspectors also found that Martin, the pilot, was not qualified to fly the aircraft in commercial air taxi operations because he had not accomplished the required six-month pilot proficiency check; neither had he passed either a written or oral test nor satisfactorily completed a flight check with an FAA-ap-

proved check pilot within the preceding 12 months in the type of aircraft (Cessna 421) to be flown.

As a result of the inspection, FAA found Aero Aviation, Inc., to be in violation of seven separate sections of the Federal Aviation Regulations (FARs) in operating this flight; and, Martin, acting as pilot-in-command, was in violation of six separate sections of the FARs.

Upon receiving the FAA's Suspension Order, Martin elected not to appeal the agency's decision and voluntarily surrendered his license to FAA for the 90-day suspension period. However, the air taxi company has decided to appeal its Order of Revocation to the Office of Administrative Law Judges, National Transportation Safety Board, which has the effect of staying the Revocation temporarily pending NTSB's decision.



**Calvin Pitts**  
**NASA Project Officer**

## NASA's Calvin Pitts to talk in Columbia, Charleston

Calvin Pitts, test pilot and project officer with NASA's Ames Research Center in California, will be in South Carolina April 29 and 30 to talk about the agency's aeronautical research.

Most people are aware of NASA's space efforts, but few realize the space agency is also deeply involved in aviation research and development, Pitts said.

Using slides, films and models, Pitts will talk about the "spin-off" benefits NASA's moon research has produced for general aviation. Benefits such as advanced avionics, winglets, new V/STOL concepts, new airfoil designs and crashworthiness methods.

Entitled, "A Funny Thing Happened on the Way to the Moon," the presentation consists of two parts, each of about 45 minutes. Pitts will highlight the research applicable to transports and general aviation business jets on the one hand and research involving light twins and singles on the other.

April 29, Pitts will be at Stevens Beechcraft Hangar at the Greenville-Spartanburg Jetport in Greer. The following night, April 30, Pitts will be in Charleston at Trident Technical College, building 200, rooms 118 through 120. Both talks begin at 7:30 p.m.

Persons attending will also be given a chance to register for a \$50,000 airplane in the GAMA Safe Pilot '80 sweepstakes.





## **SOUTH CAROLINA AERONAUTICS COMMISSION**

P.O. Drawer 1987  
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# **Hawthorne Breaks Ground For New Building**

Hawthorne Aviation broke ground last month for a new office and warehouse structure in Charleston. The new building will be located near the airport on Fain Road North of the Holiday Inn.

The two story structure will house Hawthorne's corporate offices as well as the company's Aero Sales Division. The building will contain 6,600 square feet of office space and 3,000 square feet of warehouse. Completion is scheduled for June. Hawthorne's Aero Sales Division is a Piper aircraft and parts distributor for Georgia, South Carolina and part of North Carolina.

During the ceremony Vernon B. Strickland, President of Hawthorne, pointed out that "This building comes in a significant time of our company's 48 year history. Our recent growth and expansion has crowded our current facilities for over a year and a half. This building is the results of plans and negotiations lasting approximately one year."



### **New Hawthorne Site**

**Hawthorne Aviation president Vernon B. Strickland and company officers prepare to break ground at site of Hawthorne's new office and warehouse building. From left, John H. Allen, executive vice president; Dick M. Cline, vice-president, Morrow Costa, contractor; Vernon Strickland, president and Dean Harton, vice-president.**